



MINNEGAZETTE

Winter 2007





FREEDOM TRAIN



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CIRCULATION

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SUBMISSIONS

The *MinneGAZZETTE* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to surface public transportation in Minnesota. No payment is made, and publication is at the editor's discretion.

The Minnesota Transportation Museum operates the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Osceola & St. Croix Valley Ry. in Osceola.

The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior.



Speakers present the Freedom Train. Both Minnesota Historical Society collection. The waiting line stretches along the south side of Como Avenue. The switch to the gravel pit spur is visible at right.



Front cover: The American Freedom Train toured the nation in 1948. It carried copies of the Declaration of Independence and the Constitution of the United States, along with numerous other exhibits. One of the stops was on the State Fair rail spur across Como Avenue from the fair grounds. Normally, the tracks were only used by the trains of Royal American Shows, which brought the Midway rides to town each year. The switcher that spotted the train is pulling away at top. Look carefully at the bottom left and you can see the three streetcar wyes serving the fair grounds, including the long loading shed. Harder to see is the TCRT gravel pit spur that diverges just to the left of the Freedom Train.

Inside front cover: A Como-Harriet streetcar passes the Freedom Train and four TCRT Mack buses. Note the long line of waiting people stretching along Como Avenue. At left is the TCRT gravel pit, circled by electrified track. Both Minnesota Historical Society collection.

ELECTRIC SHORT LINE TERMINAL DEPOT

Downtown Minneapolis other station was built by the Electric Short Line Railway, better known as the Luce Line, and hosted its gas-electric railcars to Hutchinson and Glueck Minnesota. It was located at North 7th Street and 3rd Avenue North. In 1915, the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, better known as the Dan Patch Line, began using the station under trackage rights from Golden Valley. The third rail tenant, arriving in 1923, was the electrified Minneapolis, Anoka & Cuyuna Range, which used Twin City Rapid Transit streetcar tracks on North 7th Street and backed into a wye next to the station on 3rd Avenue North. From 1915 to 1923 it had used a storefront depot at 519 2nd Avenue South.

MA&CR passenger service to Anoka ended in 1939. The last Northfield train on the Dan Patch ran in 1941, and the Luce Line quit its passenger service in 1949. The depot held on as a suburban bus station, but it's unclear when it was demolished. The trackage to the depot remained the location of an active shipper until the site was purchased to become part of the right of way of I-394. The massive 7th Street parking garage now occupies the site. All MTM collection.



These two photos, taken in the 1940s and 1930s, show the 7th Street side of the depot. In the 1930s, electric cars still ran to Anoka. By the 1940s, they had been replaced by Zephyr Lines buses.



This bridge carried the Electric Short Line over the Great Northern and Minneapolis & St. Louis.



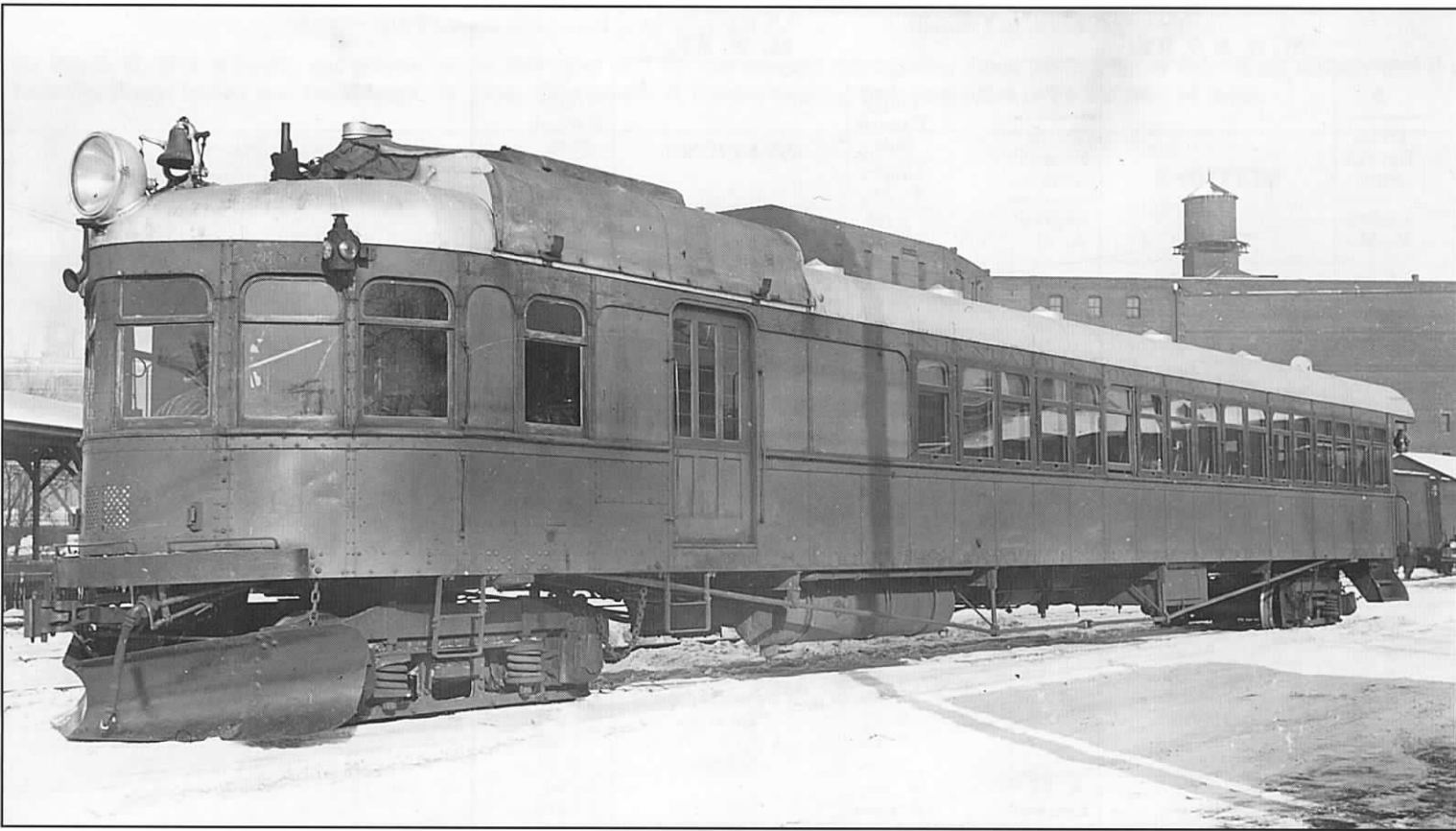
The track was laid in the middle of Holden Street and saw plenty of freight business. Note the Butler Building in the distance. The boxcar at left in the bottom photo is spotted at the freight house, which was separate from the passenger depot.





Passengers loaded under this canopy. The bottom photo shows the headhouse of the freight house.





Both the Dan Patch and Luce Line used World War I-vintage General Electric gas electric cars on their daily round trips to Minneapolis. Although a number is not visible, the MN&S car in the top photo is probably #14, built in 1915. Minnesota Western #36 was built in 1913 and has some windows blocked off to expand the baggage/express space.



M. N. & S. RY.

5		4
Daily Except Sun.	STATIONS	Daily Except Sun.
Leave P. M.		Arrive A. M.
5:00	S. Minneapolis...	10:25
5:19	.. St. Louis Park...	10:07
5:22	... Brookside...	10:03
5:24	... Warden...	10:01
5:26	... Perry...	9:59
5:27	... Cahill...	9:58
5:31	... Bush Lake...	9:53
5:35	... Nesbitt...	9:50
5:37	... Auto Club...	9:48
5:42	... Savage...	9:43
5:50	... Whittier...	9:39
5:54	Orchard Gardens...	9:37
5:57	.. Orchard Lake...	9:34
5:59	... Argonne...	9:31
6:04	... Antlers Park...	9:26
6:07	S. Lakeville...	9:24
6:12	... Livingston...	9:18
6:15	... Eureka Center...	9:16
6:18	... Christiania...	9:13
6:20	... Greenvale...	9:10
6:22	... Manhant...	9:08
6:30	S. Northfield...	9:00
P. M. Arrive		A. M. Leave

M. W. RY.

9		6
Daily Except Sun.	STATIONS	Daily Except Sun.
Leave P. M.		Arrive A. M.
5:30	S. Minneapolis...	9:30
5:58	... Creelman...	9:01
6:01	... Wayzata...	8:58
6:09	... Crystal Bay...	8:49
6:13	... Stubbs Bay...	8:46
6:17	... Sunny Valley...	8:40
6:26	... Lyndale...	8:31
6:44	S. Watertown...	8:13
6:54	... Hazelton...	8:04
6:59	... Ocean...	7:59
7:05	S. Winsted...	7:53
7:16	... Sherman...	7:42
7:25	S. Silver Lake...	7:33
7:34	... Komensky...	7:25
7:45	S. Hutchinson...	7:15
7:55	... Acoma...	7:05
8:03	... Cedar Mills...	6:57
8:11	... Corvuso...	6:48
8:21	S. Cosmos...	6:38
8:29	... Thorp...	6:29
8:40	S. Lake Lillian...	6:20
8:54	S. Blomkest...	6:06
9:03	... Roseland...	5:57
9:13	S. Prinsburg...	5:47
9:25	... Pierson...	5:36
9:36	S. Clara City...	5:24
9:50	S. Gluek...	5:10
P. M. Arrive		A. M. Leave

Light face type indicates A. M.; Dark Face type indicates P. M. Trains stop on signal at all stations where time is shown. S—Regular stop.

Subject to change without notice. Time given is that at which trains are expected to arrive and depart from the several stations, but it is not guaranteed, and this company does not hold itself liable for possible errors, or for delay or inconveniences resulting from failure to make schedule as advertised.

TIME TABLE No. 8

MINNESOTA
WESTERN
RAILWAY

EFFECTIVE
DECEMBER 16, 1934

TIME TABLE No. 8

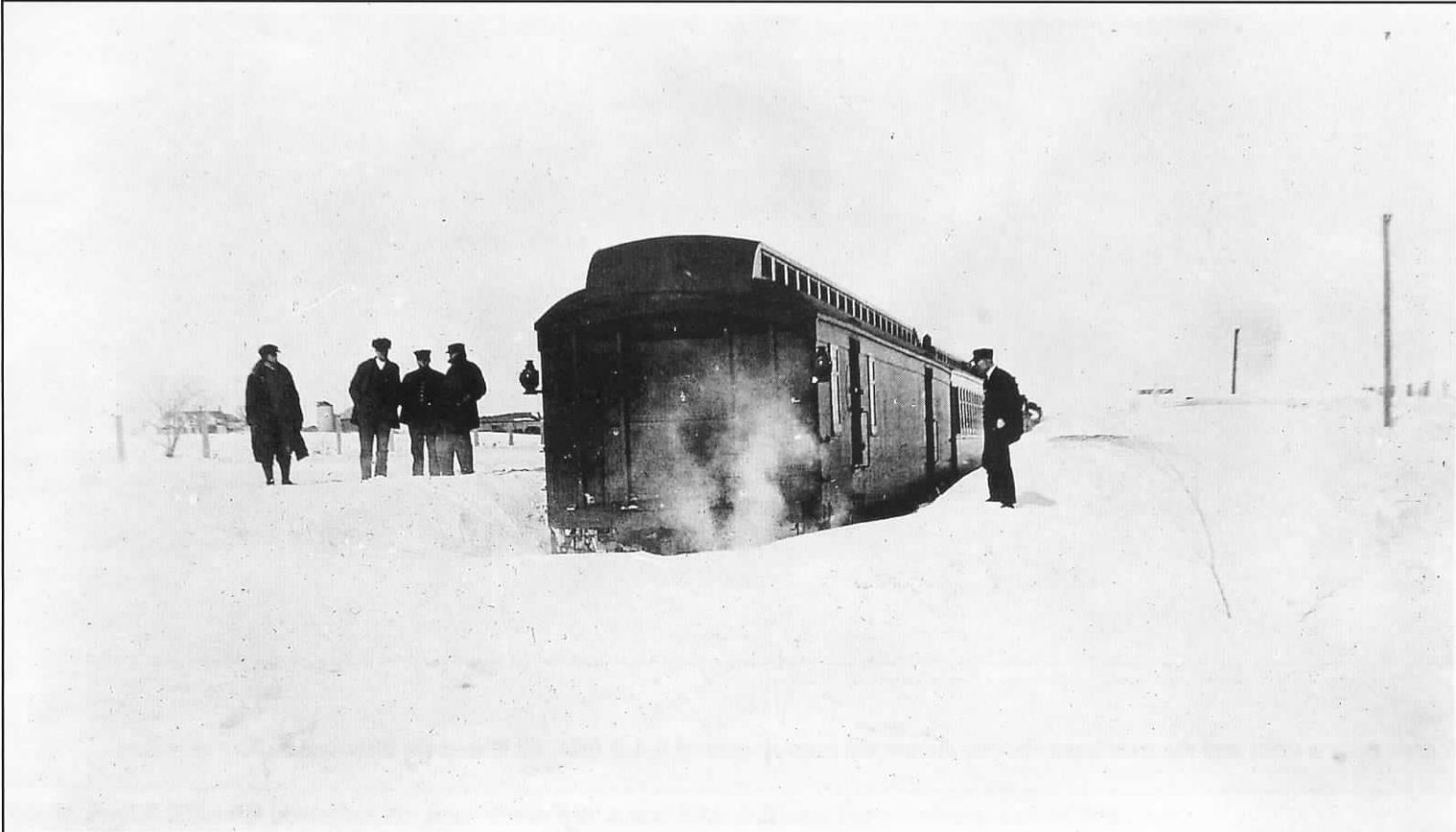
MINNEAPOLIS,
NORTHFIELD
&
SOUTHERN
RAILWAY

EFFECTIVE
DECEMBER 16, 1934

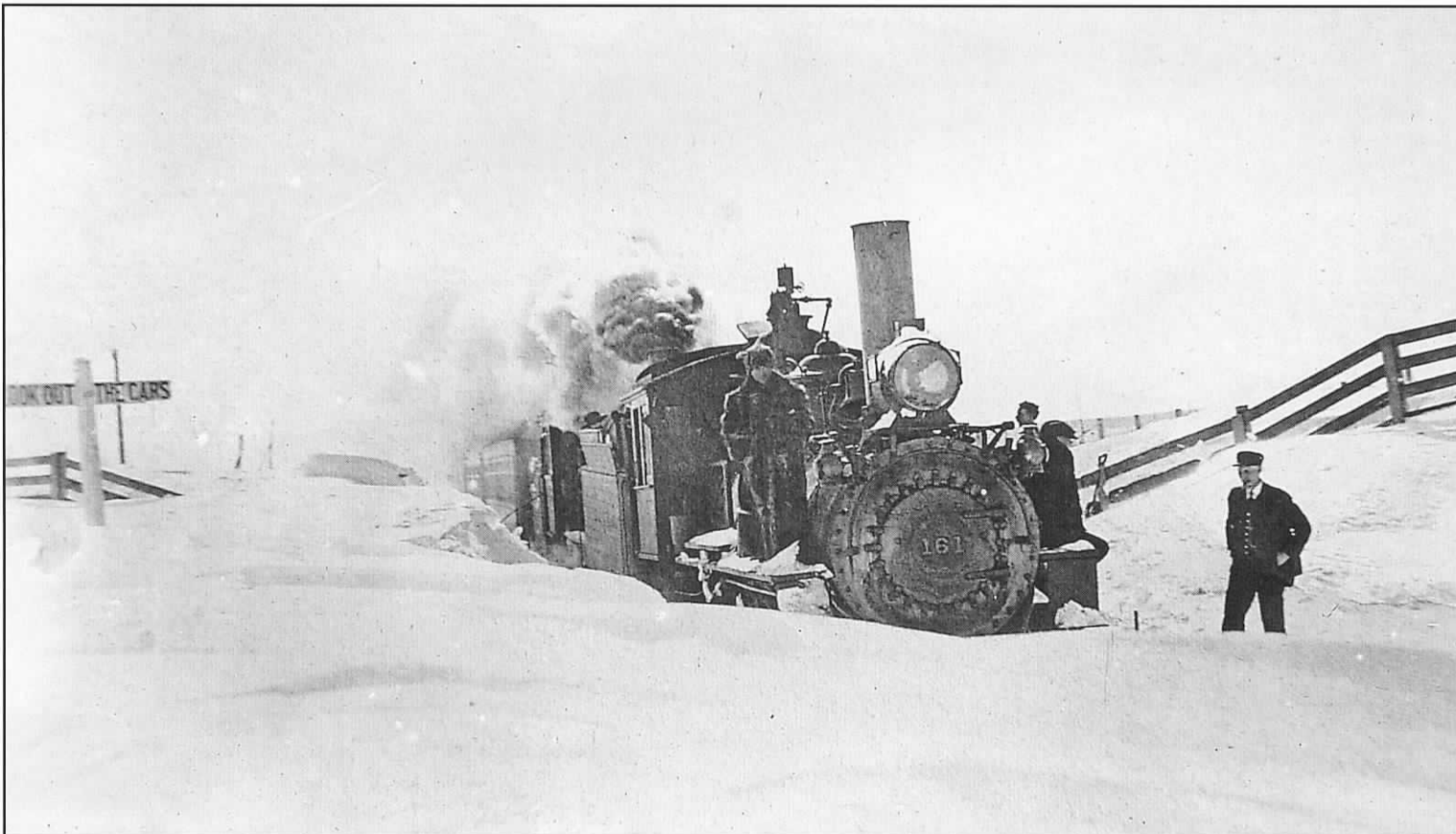
By the 1930s, the two lines were each running a single round trip into Minneapolis mid-morning, and returning in late afternoon.

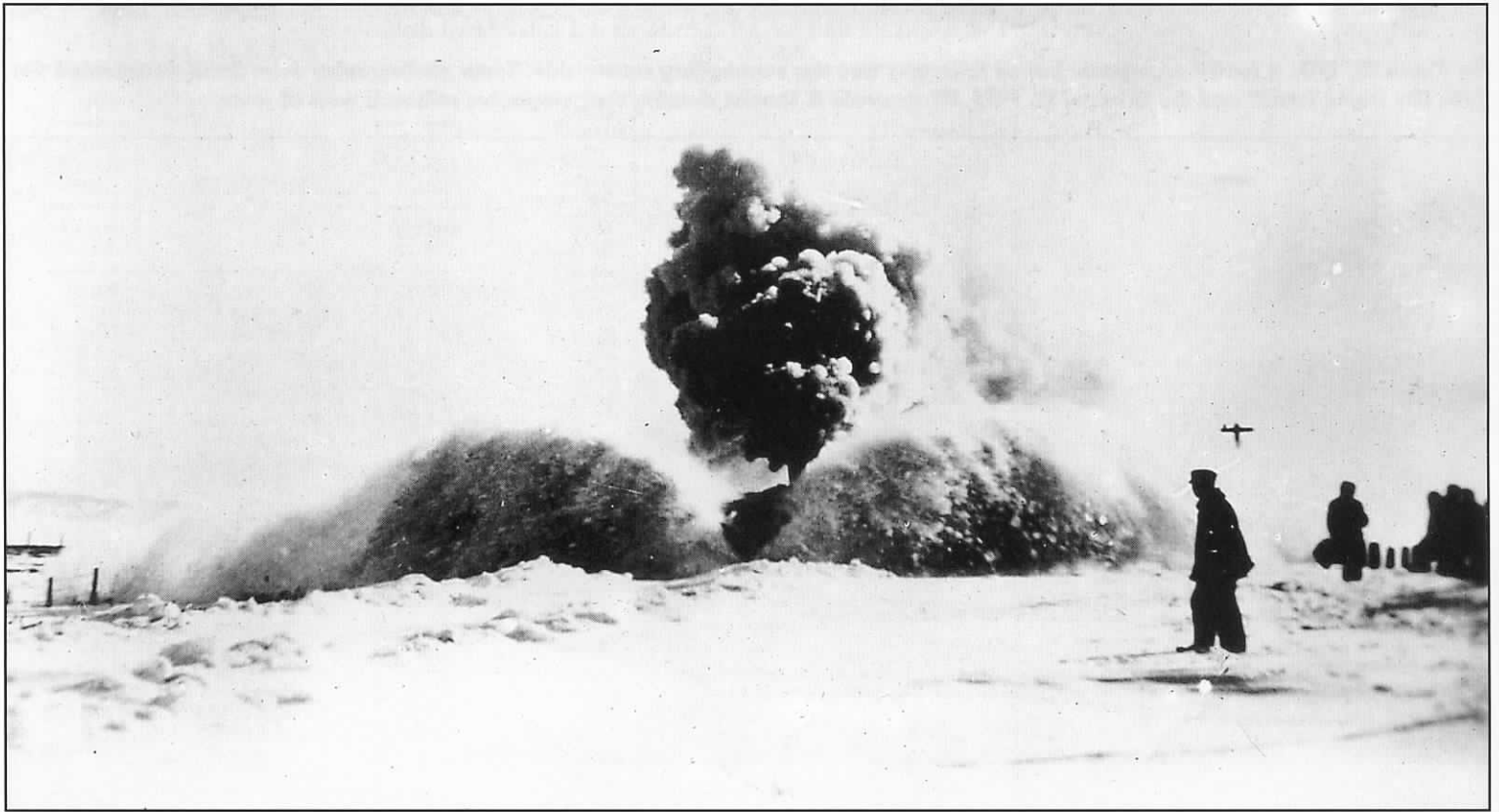
SNOW FIGHTING NEAR STILLWATER

On March 18, 1917, a terrific snowstorm buried Stillwater and the surrounding countryside. Town photographer John Runk documented the Twin City Rapid Transit and the Chicago, St. Paul, Minneapolis & Omaha clearing their respective railroads west of town.

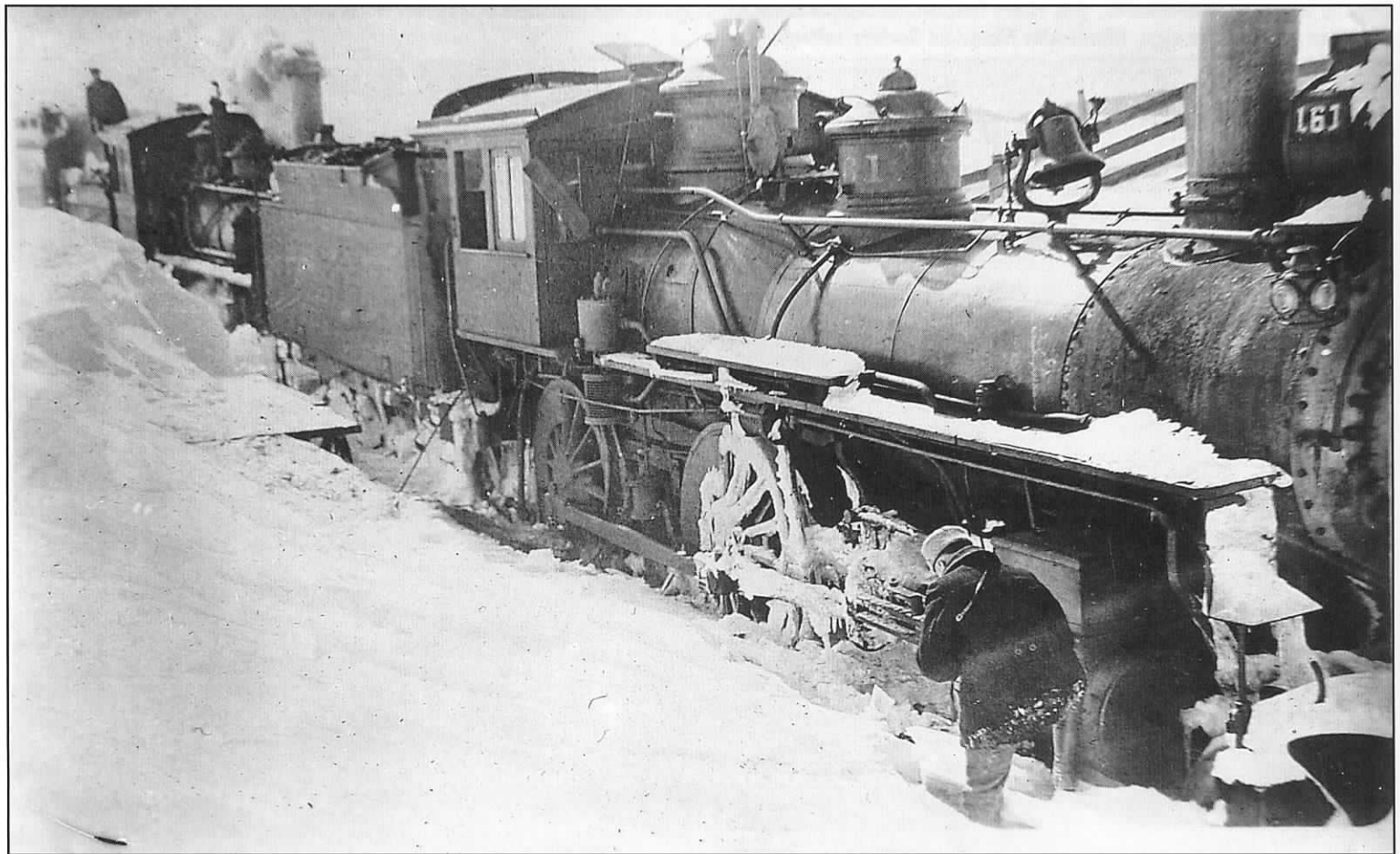


Despite being double-headed, this short Omaha passenger train could go no further. This is apparently at a grade crossing, because of the Look out for the cars sign. Minnesota Historical Society collection.





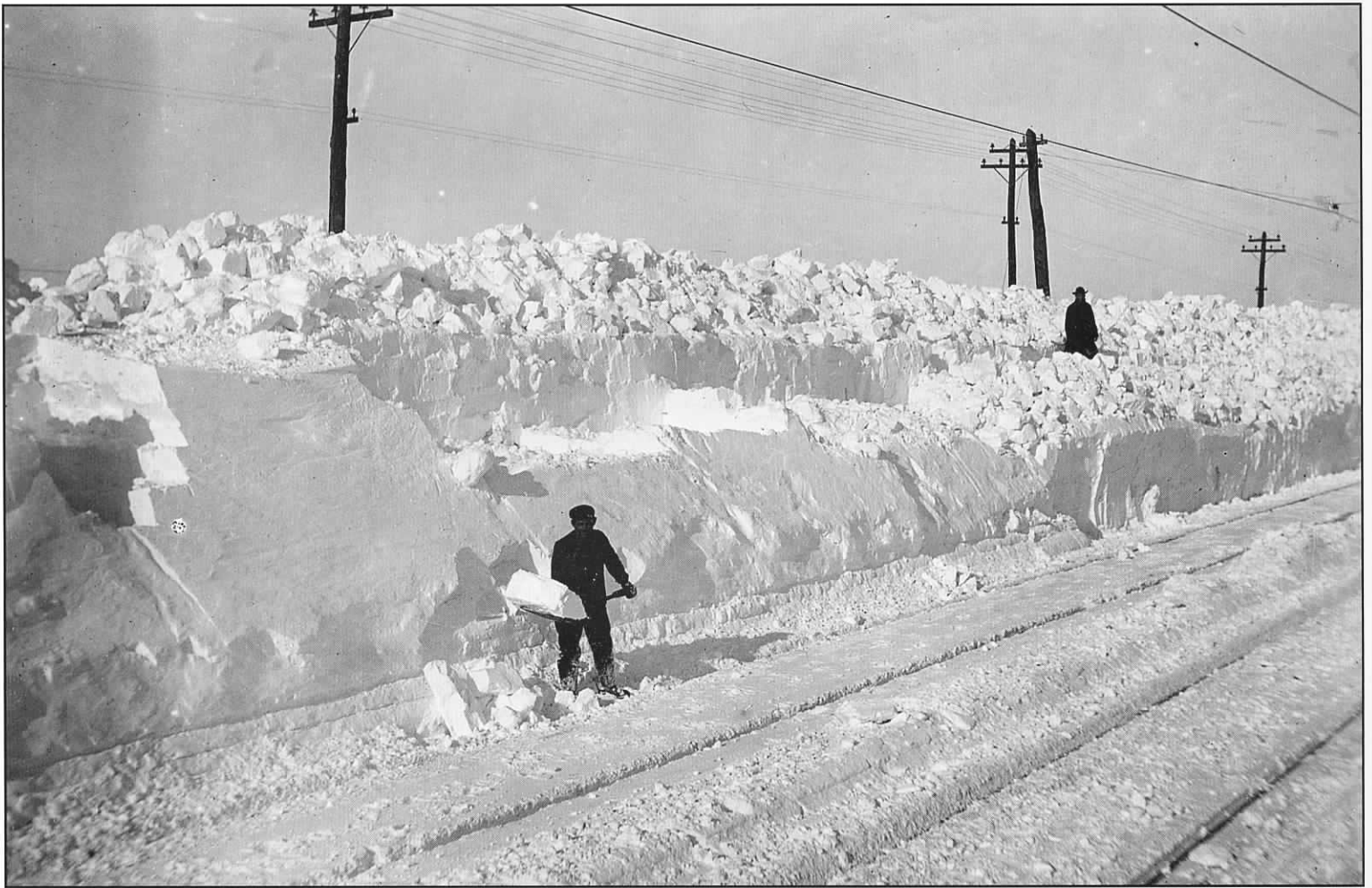
A plow rams a drift, and the crew hand-shovels around the running gear of 4-4-0 #161. All Minnesota Historical Society collection



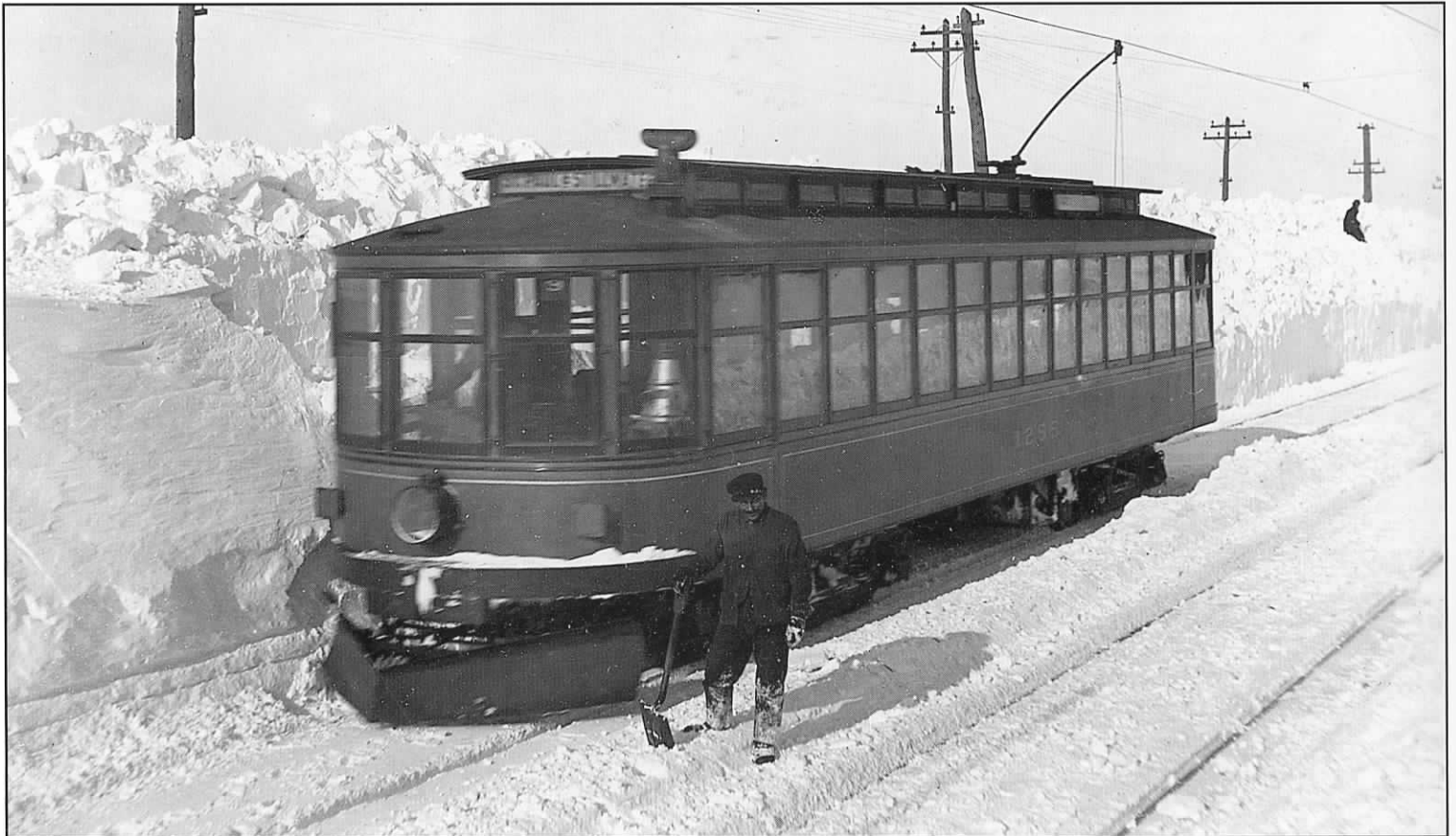


This St. Paul & Stillwater interurban has been stopped by a roof-high drift near Parents Siding west of Stillwater.
Bottom: A snowplow was permanently based at Stillwater's Owen Street car barn. Unlike most TCRT plows, it was equipped with a wedge plow suitable for open country single track, rather than the usual flat plow to clear the right side of a street. This is Parents Siding.





Hand shoveling followed the plow. Car 1255 was one of the high-speed suburban cars, equipped with more powerful motors, front dash marker lamps, a steel pilot instead of the wire mesh fender (with attached snow plow) and all forward facing seats.





Following the plow. All MSM collection.



The company telephone booth and signal at Parent's Siding.



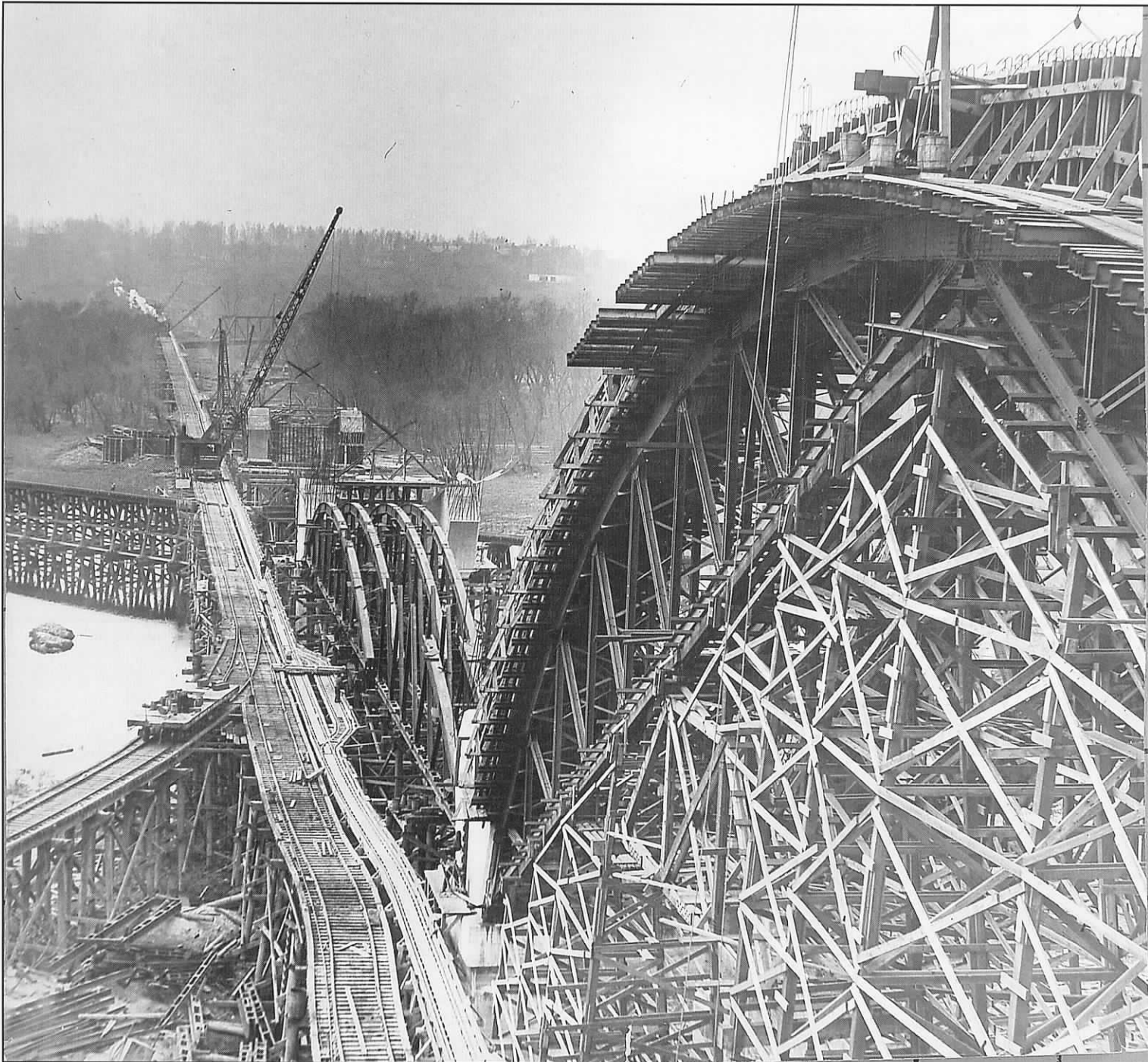
This is the west edge of Stillwater. The Owen Street carhouse and substation are in the distance.

An interurban from St. Paul descends the Chestnut Street hill into downtown Stillwater. MSM collection.

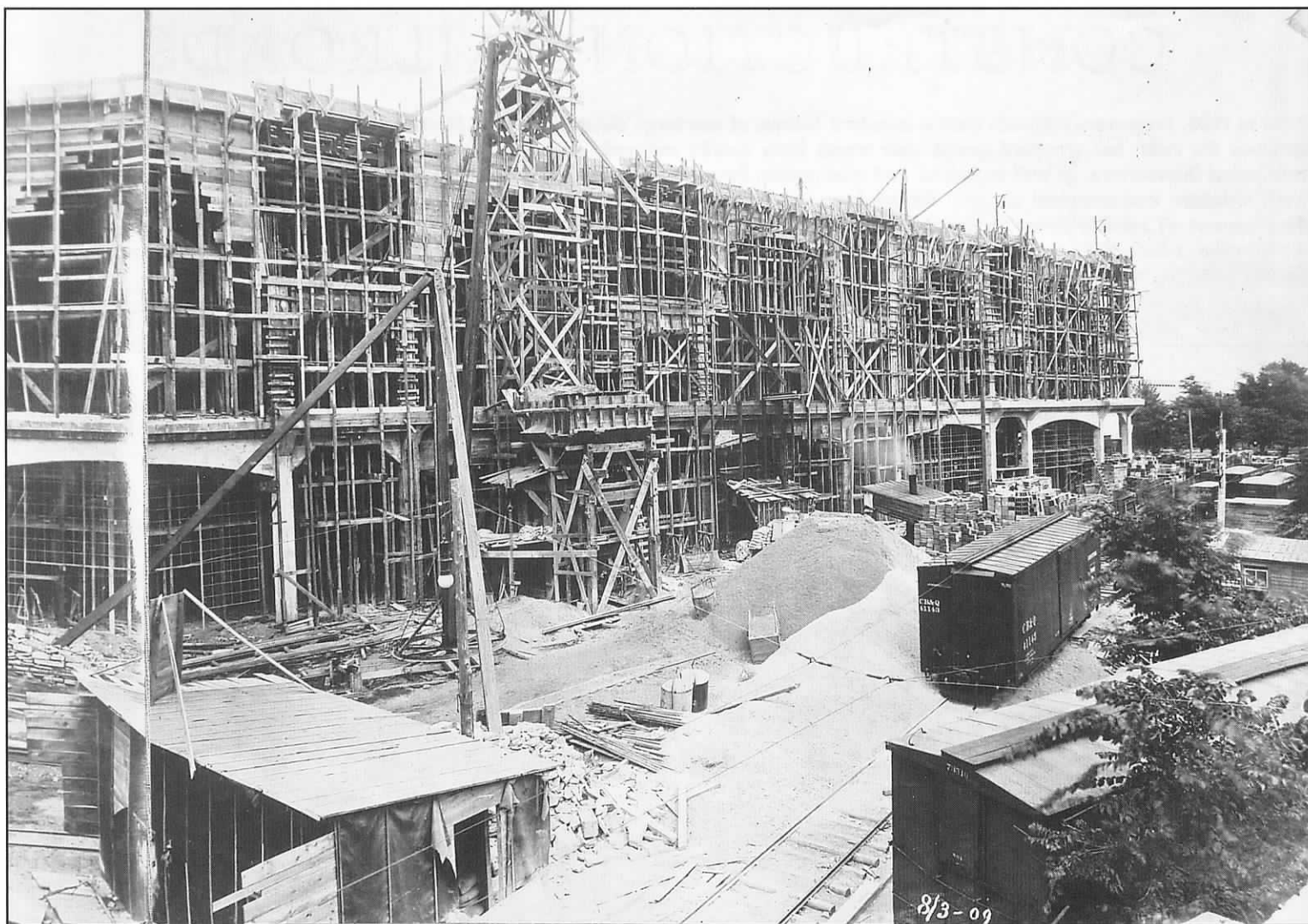


CONSTRUCTION RAILROADS

Prior to 1930, temporary railroads were a standard feature of any large construction site. Most were narrow gauge, usually about two feet between the rails, but standard gauge spur tracks from nearby railroads were also common. Motive power included steam and gas-mechanical locomotives, as well as animal and man power. Four-wheel dump cars for moving dirt were the most common rolling stock. The track structure was marginal at best, the minimum necessary to get the job done. Use of pre-made track sections was common. The development of reliable dump trucks and earth moving equipment made construction railroads obsolete. Their last stand is in tunnel construction, where tight clearances and the need for fumeless electric vehicles have preserved a niche for rail. All Minnesota Historical Society collection unless noted.



Construction of the Mendota Bridge required both standard gauge and narrow gauge construction railroads, side-by-side and on trestles, no less. Note the narrow gauge passing siding. In the distance, just this side of the crane, is a grade crossing with the Milwaukee Road's trestle that spanned the Minnesota River.



The State Fair grandstand employed two construction railroads. A horse-powered narrow gauge serve the front and interior of the building with very kinked pre-fab track sections. The rear of the grandstand featured a rarity, standard gauge, electrified trackage. The streetcar loops came reasonably close to the grandstand, and only a few feet separated the streetcar tracks from the steam railroad spur across Como Avenue (see front cover photo), so TCRT must have delivered the freight cars the last several hundred feet.





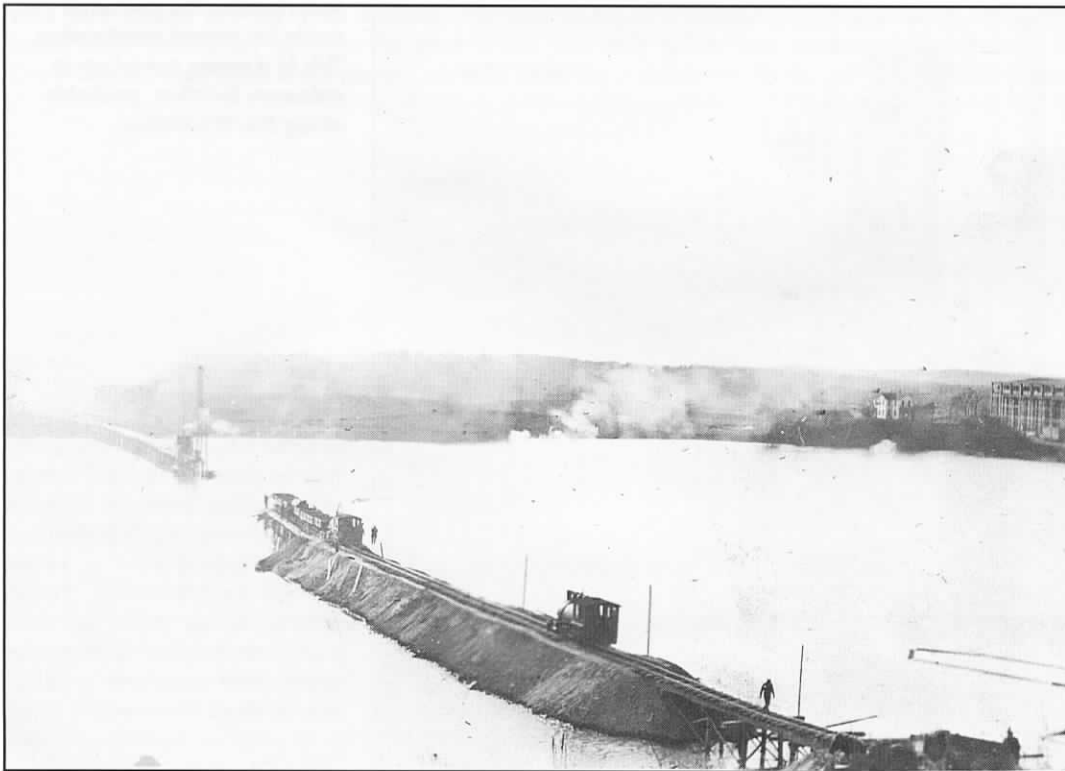
Rail remains the preferred mode for tunnel construction. This is a sewer tunnel at an unknown location, probably along the Mississippi.



What's going on here and exactly where is it? We think this is part of the Ford dam construction, perhaps looking north along the Mississippi toward Lake Street or south toward Fort Snelling. There appear to be three parallel tracks supporting a movable tower that supports a cable over a river. Presumably there is a similar facility on the other side of the water.

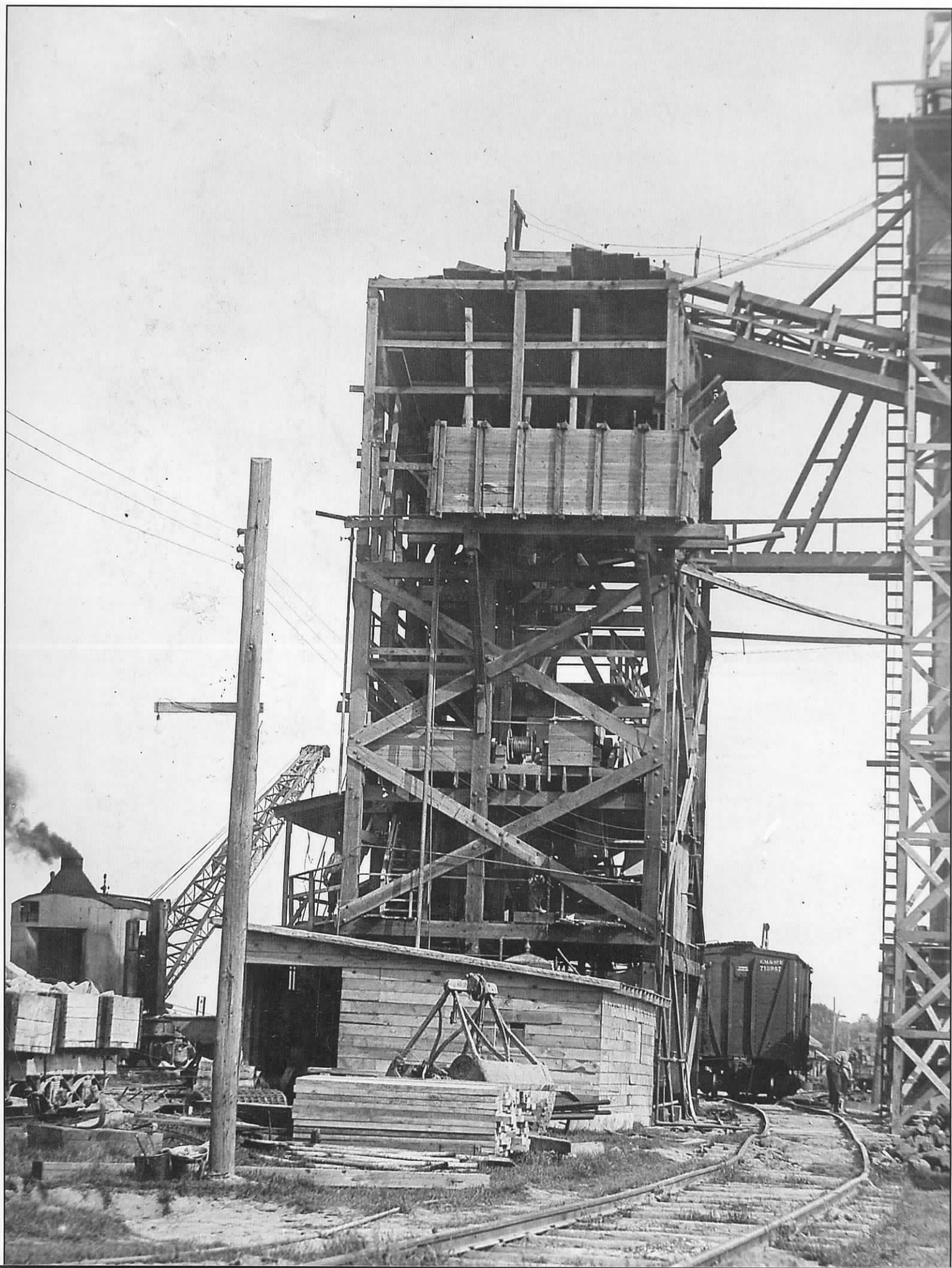


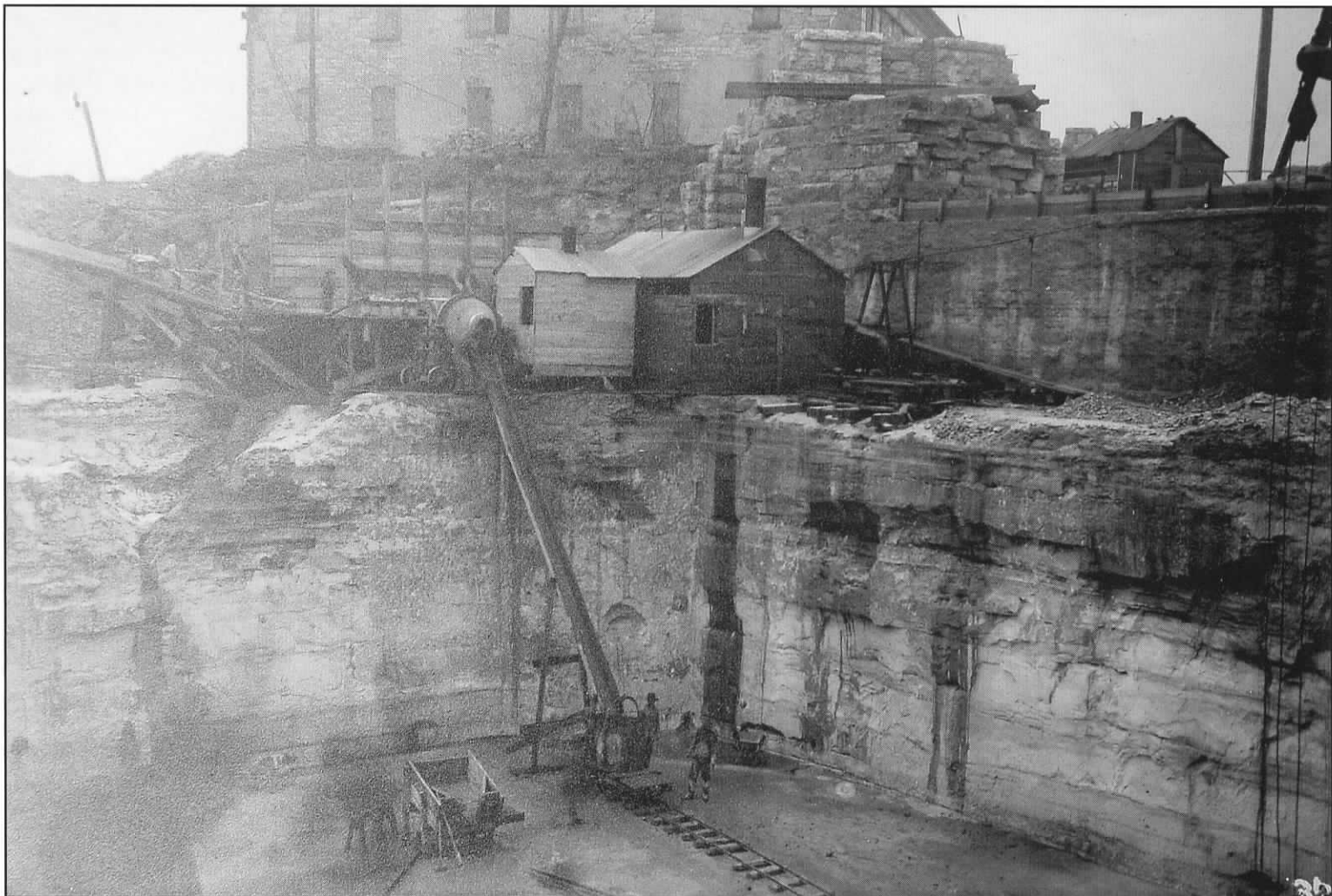
Above: Little hand-powered cars were used to haul lumber, stone and concrete around the Radisson Hotel construction site in downtown Minneapolis.



Left: This is the Milwaukee Road building across Shady Oak Lake south of Hopkins. This was later abandoned in favor of a line change along the south edge of the lake, but the fill remains in place today. Hopkins Historical Society collection.

This is a concrete mixer supplying mortar for the construction of the Hastings dam about 1929. The boxcar at right is on a temporary standard gauge spur from the Milwaukee Road. A construction railroad, perhaps narrow gauge, is on the other side of the tipple.

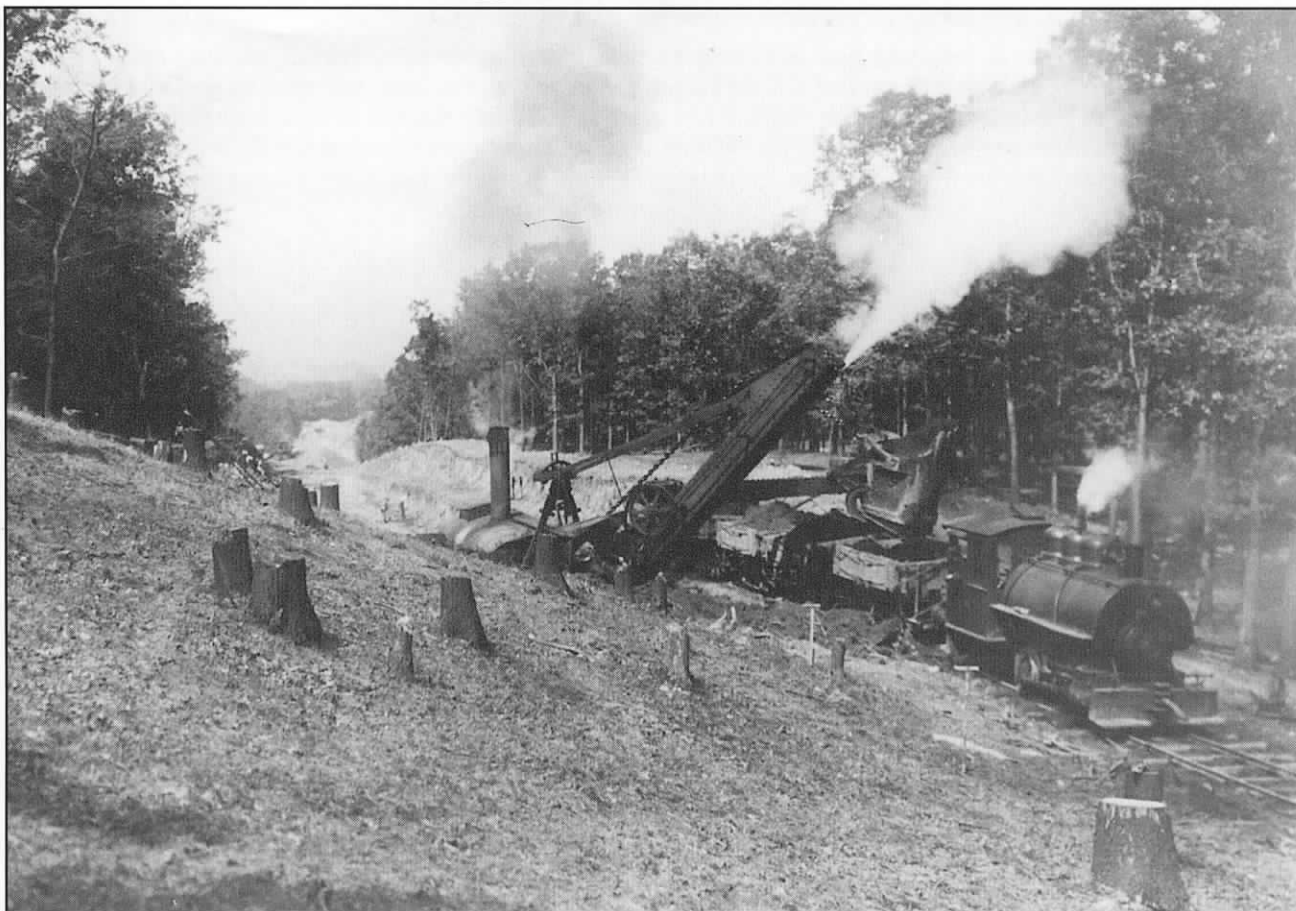




The St. Anthony Falls Water Power Company did much construction in the vicinity of the Stone Arch bridge.

Opposite top: A cement mixer pours concrete down a slide into waiting rail cars. Both Hennepin History Museum collection.

Opposite bottom: Hand powered railcars haul stone blocks to the site of a new retaining wall.



Top: A typical 0-4-0 saddle tank steam locomotive removes dirt from the Inter Campus streetcar line cut near the future University Grove stop. University of Minnesota Archives.

Bottom: Construction of TCRT's Lower Dam Station hydro power plant below St. Anthony Falls required this elaborate double track construction railroad with through truss bridges. Note the Minneapolis Western bridge at right. Hennepin History Museum collection.



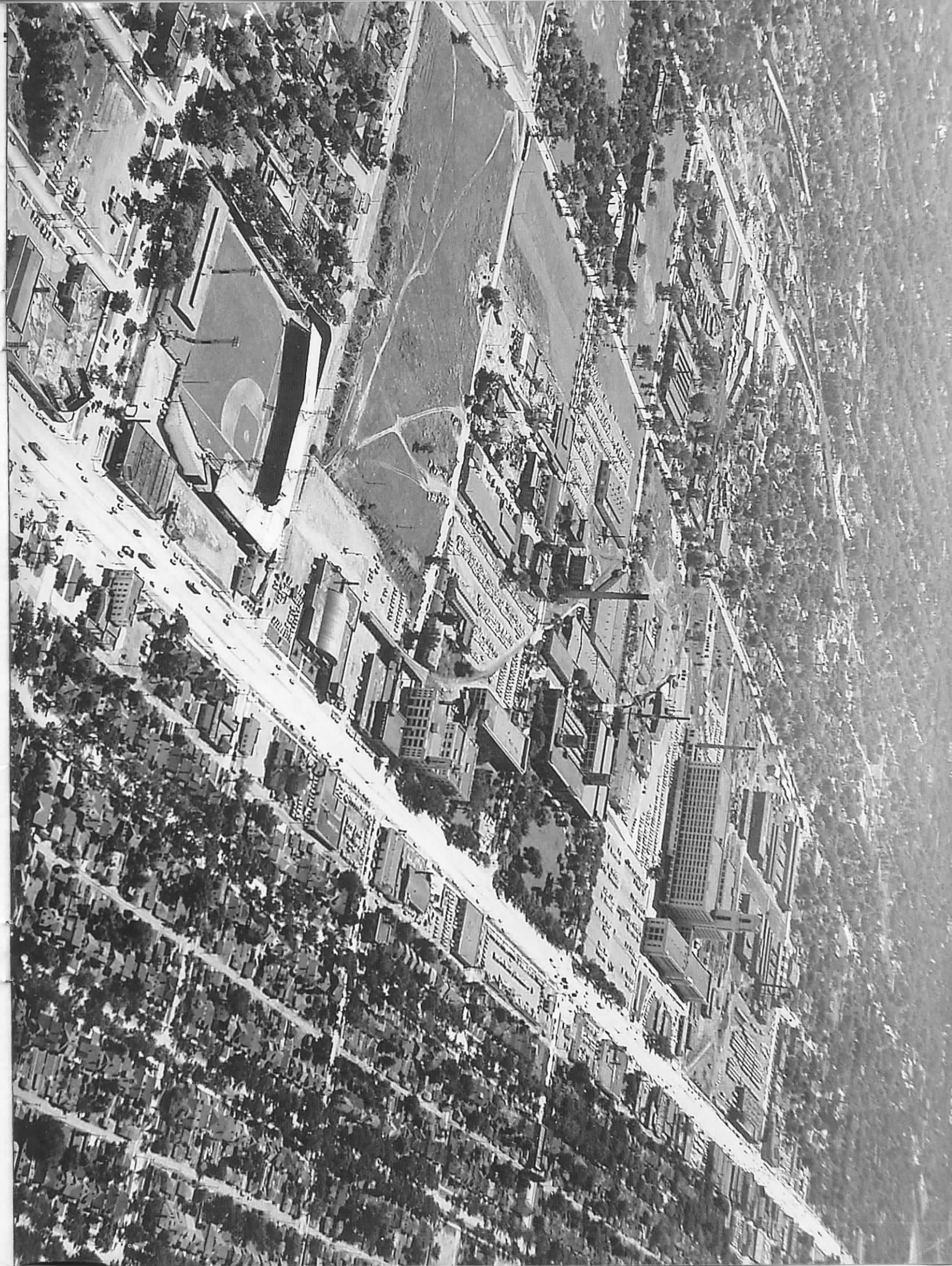
AN UNUSUAL INDUSTRIAL SPUR

The Milwaukee Road sent an industrial spur north from its Short Line at about Selby Avenue. North of today's I-94, it split into a series of spurs that served TCRT's Snelling Shops and the big Montgomery Ward on the west, and another group of industries as far east as Griggs Street just south of University Avenue. This farthest east track stopped just short of the old Lexington ball park. It is noteworthy for the elevated switchback that was needed to reach the building at left. All Minnesota Historical Society collection.



This photo above, blown up at left, was taken in the 1920s. It shows the trestle splitting into two sidings, one also on structure. The Brown & Bigelow plant is in the foreground.

Inside rear cover, Rear cover: These views from 1953 show the elevated spur removed. Note all the shippers, now long gone, and how they influenced the shape of buildings. Twin City Lines' Snelling Station and Shops is visible in the distance.







MINNESOTA STREETCAR MUSEUM

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